

1993 Mercedes Benz 300CE (124 Chassis) L6-3199cc 3.2L DOHC (104)

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Model 201

Group: 40

Number: 336

Date: February 1995

Work Instructions

SUBJECT:

MODEL 201, AS OF M.Y. 1989

INSTALLATION OF AMG LIGHT ALLOY ACCESSORY WHEELS

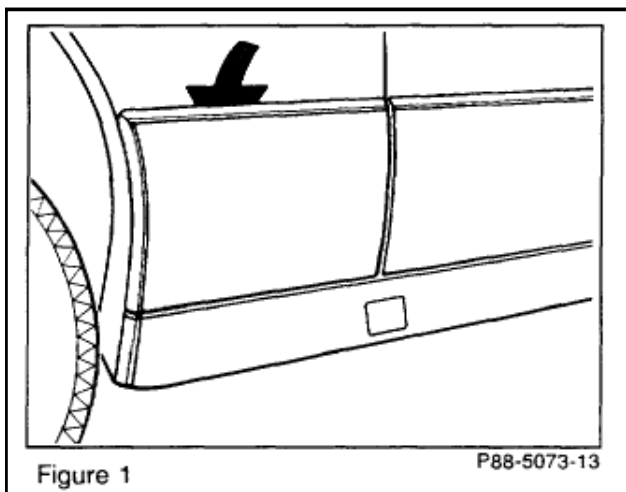
This Work Instruction is divided into two sections, A - B. Each section covers the body/suspension modifications necessary to accommodate the specific AMG wheels.

A. AMG LIGHT ALLOY WHEEL, 7 J x 15 H 2 ET 35

B. AMG LIGHT ALLOY WHEEL, 7-1/2 J x 16 H 2 ET 31

A. AMG LIGHT ALLOY WHEEL, 7 J x 15 H 2 ET 35

Front fenders

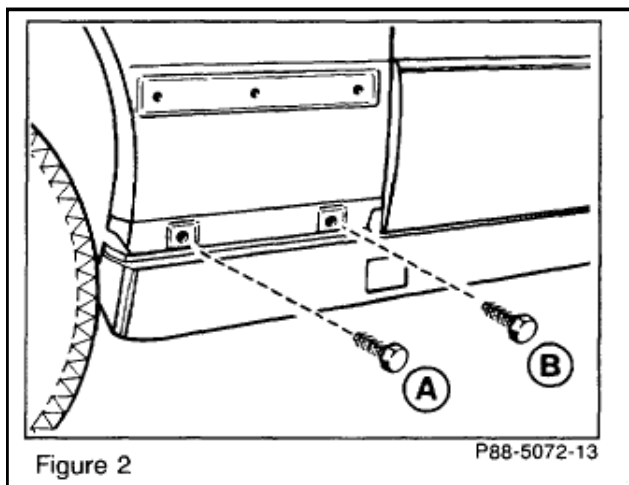


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1. Remove front and rear wheels.

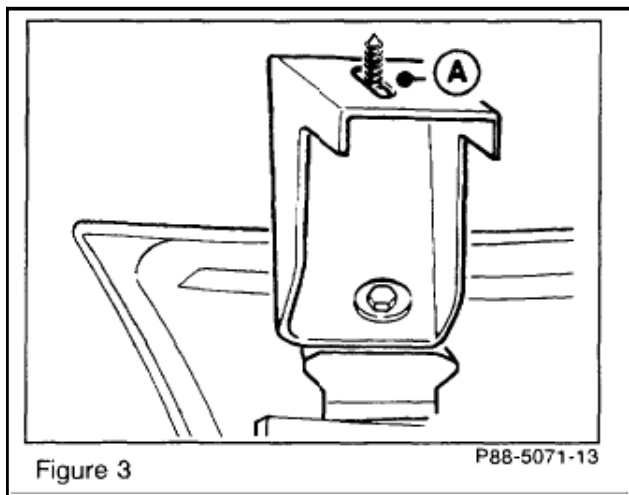
! WARNING! If an original equipment alloy wheel is going to be retained as the spare wheel, five of the original wheel bolts must be kept with the spare wheel.

2. Remove lower body panel from front fenders.



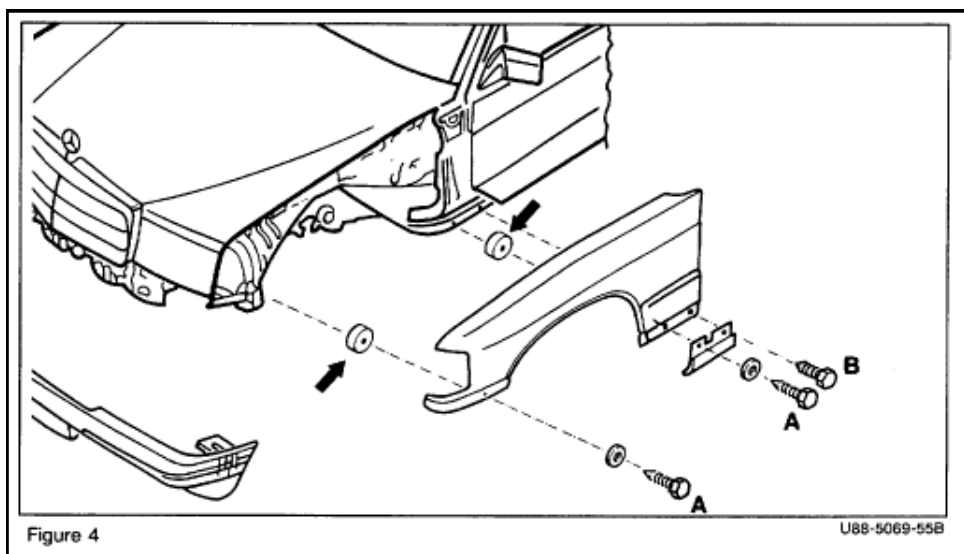
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3. Remove the two fastening bolts (A and B, Figure 2).



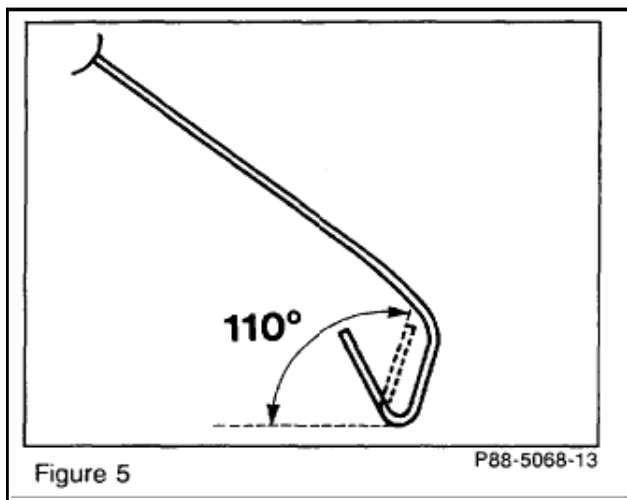
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4. Loosen bolt (A, Figure 3) on side of bumper.

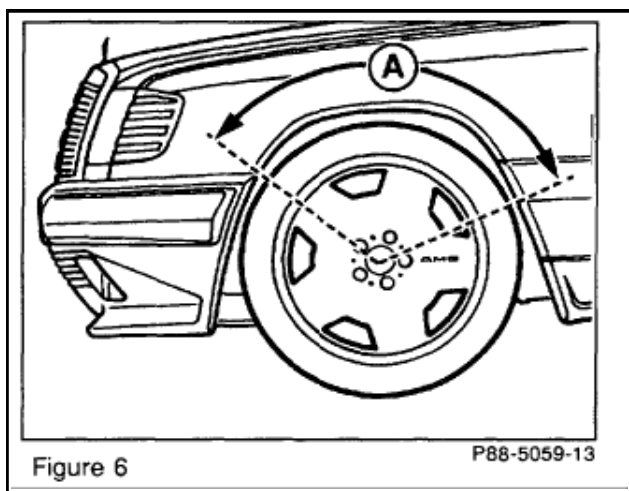


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5. Press sides of bumper downward and unscrew bolts (A and B, Figure 4).
Position spacers (arrows) between fender and body as shown. Ensure that the holes align for easier installation.
6. Finger tighten all bolts and visually inspect for correct alignment. Tighten bolts.

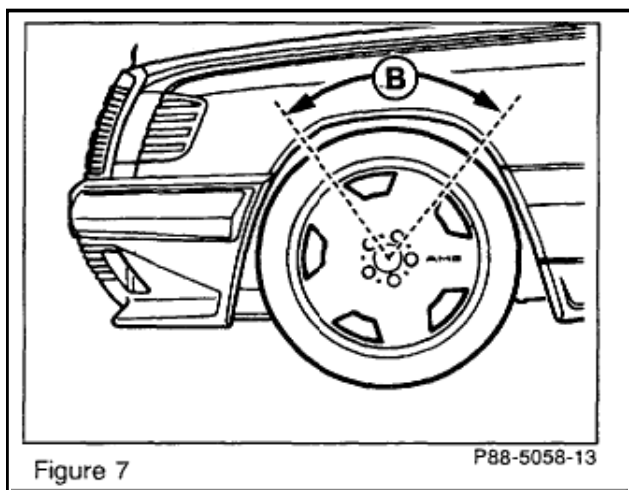


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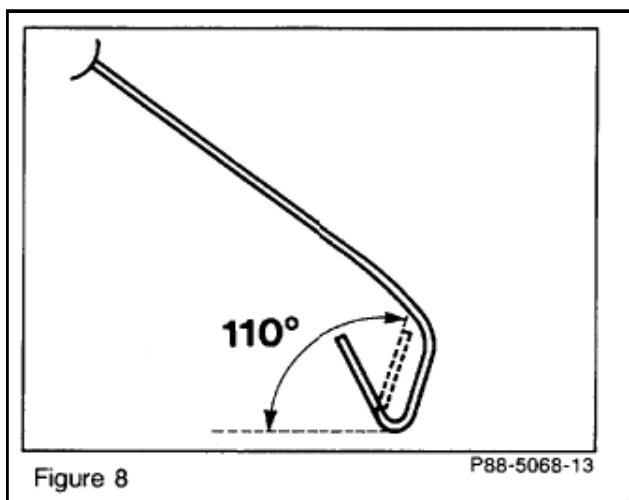
7. The inside edge of the front fenders must be rebent to an angle of 110° over the complete wheel cutout (A, Figure 6) to accommodate the wider wheels and tires.
 8. Grind off any excess PVC underbody protection before rebending the fender lip.
 9. Use a hot air gun to carefully heat up the outer edge of the fender to $158 - 176^{\circ}\text{F}$ ($70 - 80^{\circ}\text{C}$).
- Note :** Do not overheat paint while applying heat.
10. The fender lip is reworked over the entire area (A, Figure 6) in several stages. A plastic hammer must be used to avoid damaging the paint.



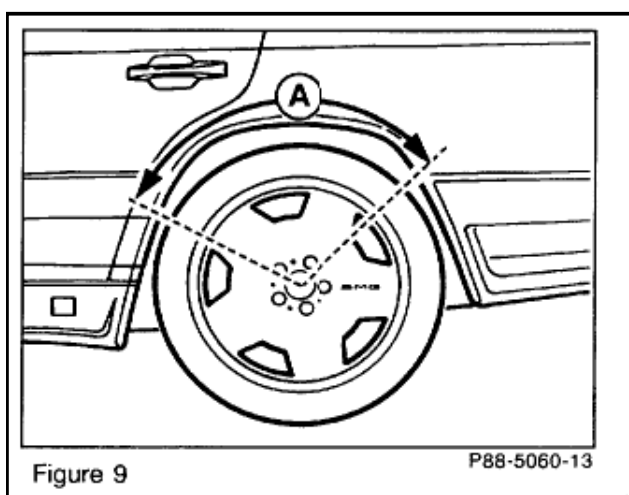
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11. Work fender lip contour so that the transition curve (B, Figure 7) is smooth.
12. Grind down detachable lower body panels so they properly align with the reworked fender contour. Reassemble body panels.

Rear fenders



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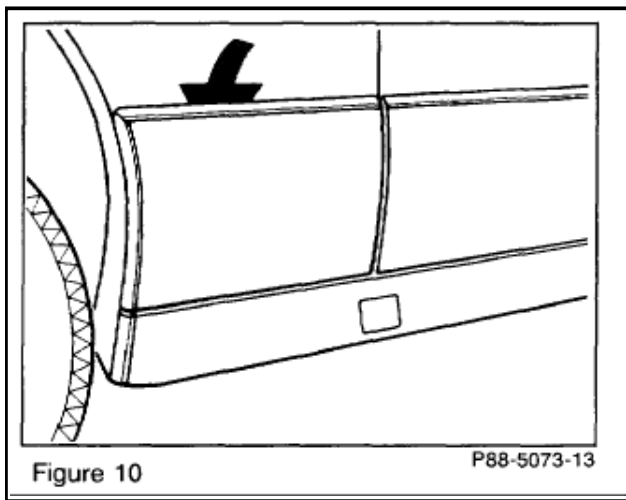
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13. The inside edge of the rear fenders must be rebent to an angle of 110° over the complete wheel cutout (A, Figure 9) to accommodate the wider wheels and tires.
 14. Grind off any excess PVC underbody protection before rebending the fender lip.
 15. Use a hot air gun to carefully heat up the outer edge of the fender to 158 - 176 °F (70 - 80 °C).
- Note :** Do not overheat paint while applying heat.
16. The tender lip is reworked over the entire area (A, Figure 9) in several stages. A plastic hammer must be used to avoid damaging the paint.
 17. Install new wheel/tire combination.
- ! WARNING!** Only the M12 x 1.5 x 40 mm spherical wheel bolts supplied with the rims are to be used.
18. Evenly tighten wheel bolts to 110 Nm.
- ! WARNING!** AMG light alloy wheel bolts must be retightened after 60 - 300 miles (100 - 500

km). Tightening torque: 110 Nm.

B. AMG LIGHT ALLOY WHEEL, 7-1/2 J x 16 H 2 ET 31

Front fenders

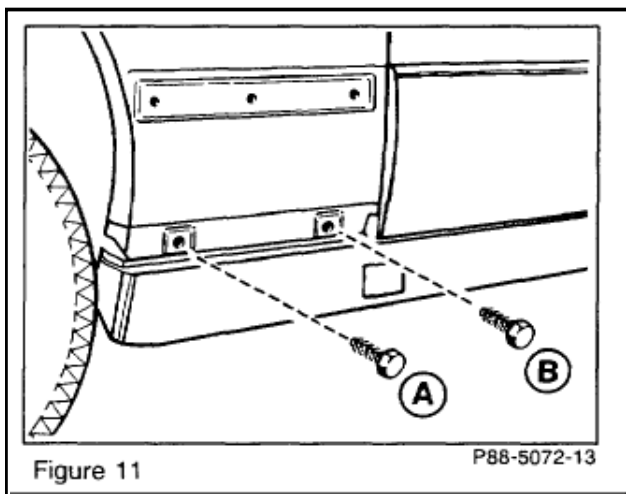


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1. Remove front and rear wheels.

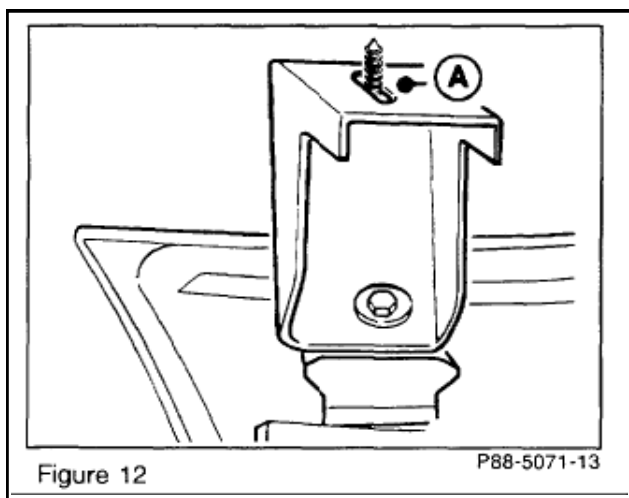
! WARNING! If an original equipment alloy wheel is going to be retained as the spare wheel, five of the original wheel bolts must be kept with the spare wheel.

2. Remove lower body panel from front fenders.



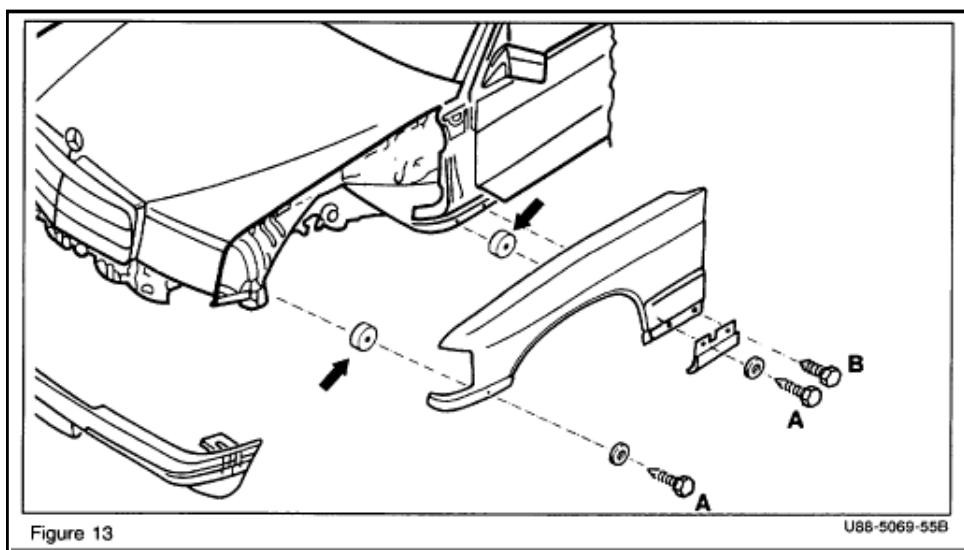
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3. Remove the two fastening bolts (A and B, Figure 11).



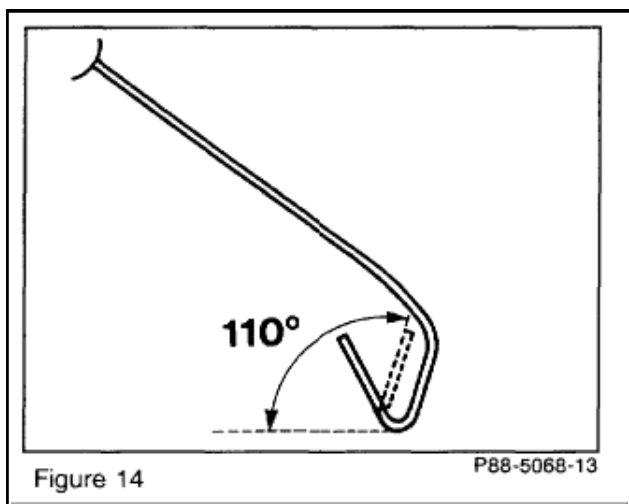
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4. Loosen bolt (A, Figure 12) on side of bumper.

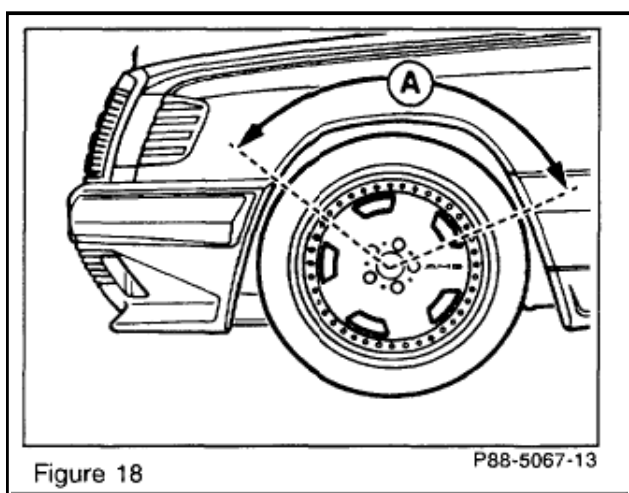


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5. Press sides of bumper downward and unscrew bolts (A and B, Figure 13).
Position spacers (arrows) between fender and body as shown. Ensure that the holes align for easier installation.
6. Finger tighten all bolts and visually inspect for correct alignment. Tighten bolts.

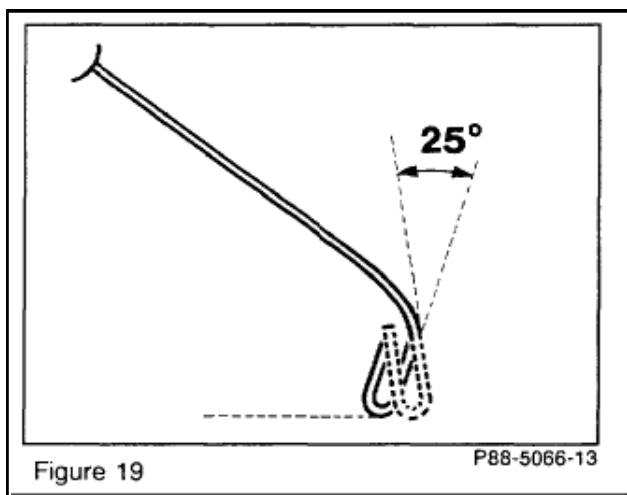


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7. The inside edge of the front fenders must be rebent to an angle of 110° over the complete wheel cutout (A, Figure 18) to accommodate the wider wheels and tires.
 8. Grind off any excess PVC underbody protection before rebending the fender lip.
 9. Use a hot air gun to carefully heat up the outer edge of the fender to 158 - 176 °F (70 - 80 °C).
- Note :** Do not overheat paint while applying heat.
10. The fender lip is reworked over the entire area (A, Figure 18) in several stages. A plastic hammer must be used to avoid damaging the paint.

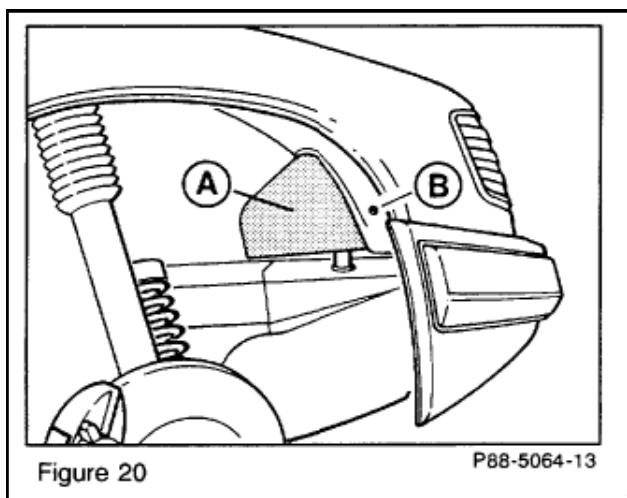


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11. Using a plastic hammer, gently apply even blows to the front fender edge. Flare out the upper portion of the front fender edge by 25°.

Note : To verify, measure from the outer edge of the wheel opening to the outer tube of the damper strut, across the center of the wheel. Distance: > 275 mm (measured at uppermost point of wheel opening).

12. Loosen the two bolts which secure the windshield washer reservoir. Secure the container up and away from its original position.
13. Loosen screws which secure ABS (A7) or ASR/ETS/ESP hydraulic unit (A7/3) and hydraulic fluid reservoir. Secure the unit and container up and away from its original position.



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14. Using a plastic hammer, carefully push out the wheel arch over an area approximately 150 mm x 150 mm (A), approximately 10 mm towards the inside of the engine compartment.

! CAUTION Ensure that the hydraulic unit and reservoirs will not be damaged while pushing out the wheel arch.

15. Remove inner fender weld stud (B) and replace with a blind rivet with a large diameter head.

Note :Repair any damage to paint or underbody protection.

16. Install new wheel/tire combination.

! WARNING! Only the M12 x 1.5 x 40 mm spherical wheel bolts supplied with the rims are to be used.

17. Evenly tighten wheel bolts to 110 Nm.

! WARNING! AMG light alloy wheel bolts must be retightened after 60 - 300 miles (100 - 500 km). Tightening torque: 110 Nm.